

HAVE WE VISITORS FROM SPACE?

FOR four years the U.S. public has wondered, worried or smirked over the strange and insistent tales of eerie objects streaking across American skies. Generally the tales have provoked only chills or titters—only rarely, reflection or analysis.

Last week the U.S. Air Force made known to LIFE the following facts:

► As a result of continuing flying saucer reports the Air Force maintains constant intelligence investigation and study of unidentified aerial objects.

► A policy of positive action has been adopted to find out, as soon as possible, what is responsible for observations that have been made. As a part of this study, military aircraft are alerted to attempt interception, and radar and photographic equipment will be used in an attempt to obtain factual data. If opportunity offers, attempts will be made to recover such unidentified objects.

► Already all operational units of the Air Force have been alerted to report in detail any sightings of unidentified aerial objects. Other groups—scientists, private and commercial pilots, weather observers—all trained observers whose work in any way concerns the sky, and what happens in it, are urged to make immediate reports to Air Technical Intelligence Center at Wright-Patterson AFB, Dayton, Ohio of any unidentified aerial objects they sight.

► Further, for the first time since Project "Saucer" was changed from a special-type project to a standard intelligence function, in December 1949, the Air Force invites all citizens to report their sightings to the nearest Air Force installation. All reports will be given expert consideration and those of special interest will be thoroughly investigated. The identity of those making such reports will be kept in confidence; no one will be ridiculed for making one.

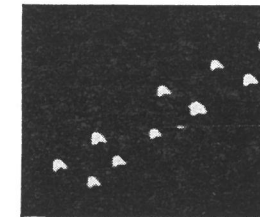
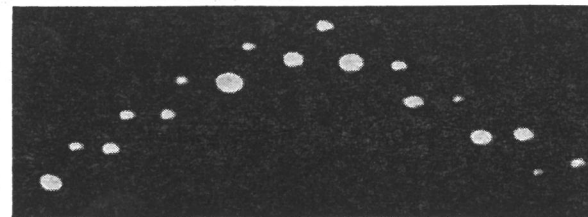
► There is no reason as yet to believe that any of the aerial phenomena

commonly described as flying saucers are caused by a foreign power or constitute a clear and present danger to the U.S. or to its citizens.

These disclosures, sharply amending past Air Force policy, climaxed a review by LIFE with Air Force officials of all facts known in the case. This review has resulted from more than a year of sifting and weighing all reports of unexplained aerial phenomena—from the so-called flying saucers to the mysterious green fireballs so often sighted in the Southwest (*above*). This inquiry has included scrutiny of hundreds of reported sightings, interviews with eyewitnesses across the country and careful review of the facts with some of the world's ablest physicists, astronomers and experts on guided missiles. For the first time the Air Force (while in no way identifying itself with any particular conclusions) has opened its files for study.

Out of this exhaustive inquiry these propositions seem firmly shaped by the evidence:

1. Disks, cylinders and similar objects of geometrical form, luminous



THE LUBBOCK LIGHTS, flying in formation, are considered by the Air Force the most unexplainable phenomena yet observed. These photographs were made



WAS DONE BY MRS. LINCOLN LA PAZ, WIFE OF AN AUTHORITY ON METEORS.

The Air Force is now ready to concede that many here LIFE offers some scientific evidence that the

by H. B. DARRACH

quality and solid nature for several years have been, and may be now, actually present in the atmosphere of the earth.

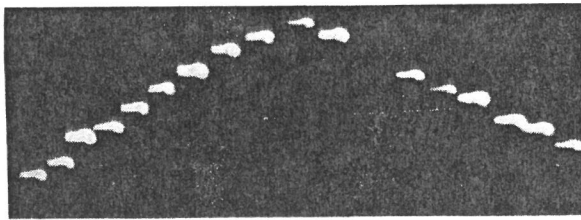
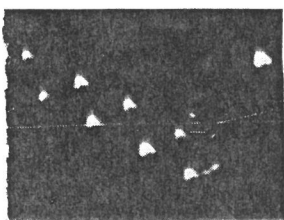
2. Globes of green fire also, of a brightness more intense than the full moon's, have frequently passed through the skies.

3. These objects cannot be explained by present science as natural phenomena—but solely as artificial devices, created and operated by a high intelligence.

4. Finally, no power plant known or projected on earth could account for the performance of these devices.

Let us first review some widely known facts.

The shapes and the inscrutable portents of the flying disks first broke upon the skies of the world in the early months of 1947, with several sightings reported to the Air Force. The story first reached the nation on June 24, 1947, when a private pilot named Kenneth Arnold was flying from Chehalis to Yakima, Wash. Some 25 miles away, Arnold saw nine "saucerlike things . . . flying like geese in a diagonal



at Lubbock, Texas on Aug. 30, 1951 by Carl Hart Jr. Scientists say lights were not natural objects, but they traveled too fast and too soundlessly for known machines.



PROFESSORS at Texas Tech who saw Lubbock lights (left to right), Dr. Oberg, Prof. Ducker and Dr. Robinson, discuss them with Dr. E. L. George.

SAUCERS CONTINUED

Evaluation. The observations have been too numerous and too similar to be doubted. In addition the Air Force, after the closest examination, has found nothing fraudulent about Hart's pictures. The lights are much too bright to be reflections, and therefore must be bodies containing sources of light. Since Professors Ducker, Oberg and Robinson could not measure the size and distance of the formations, they could form no precise estimate of their speed. However they calculated that if the lights were flying at an altitude of 5,000 feet they must then have been traveling about 1,800 mph. The professors, along with other scientists, agree that in order to explain the silence of the objects, it must be assumed that they were at least 50,000 feet in the air; in which case they were going not 1,800, but 18,000 mph.

Incident 2. On July 10, 1947 at 4:47 p.m., one of the U.S.'s top astronomers was driving from Clovis to Clines Corners, N. Mex. His wife and his teen-aged daughters were also in the car. (For professional reasons he has asked LIFE to withhold identity.) It was a bright sunny day, but the whole western half of the sky was a "confused cloud sea." All at once, as the car headed toward these clouds, "all four of us almost simultaneously became aware of a curious bright object almost motionless" among the clouds. Instantly, from long habit in dealing with celestial phenomena, he began to make calculations with what crude materials he had at hand. He held a pencil at arm's length, measured the size of the object against the windshield of the car, measured the distance between his eyes and the windshield, etc. His wife and two daughters did the same, each making independent calculations. The object, says the scientist, "showed a sharp and firm regular outline, namely one of a smooth elliptical character much harder and sharper than the edges of the cloudlets. . . . The hue of the luminous object was somewhat less white than the light of Jupiter in a dark sky, not aluminum or silver-colored. . . . The object clearly exhibited a sort of wobbling motion. . . . This wobbling motion served to set off the object as a rigid, if not solid body." After 30 seconds in plain view, the ellipsoid moved slowly behind a cloud (273° azimuth, elevation 1°) "and we thought we had lost it." But approximately five seconds later it reappeared (275° azimuth, elevation 2°). "This remarkably sudden ascent thoroughly convinced me that we were dealing with an absolutely novel airborne device." After reappearing, the object moved slowly from south to north across the clouds. "As seen projected against these dark clouds, the object gave the strongest impression of self-luminosity." About two and a half minutes after it first came into view, the thing disappeared finally behind a cloudbank.

Evaluation. The astronomer vouches for the approximate accuracy of his observations and computations. He determined that the object was not less than 20 nor more than 30 miles from his viewing point; that it was ellipsoidal and rigid; that it was 160 feet long and 65 feet thick, if seen at minimum distance, or 245 feet long and 100 feet thick if at maximum; and that its horizontal speed ranged between 120 and 180 mph and its vertical rise between 600 and 900 mph. He also observed that the object moved with a wobble, no sound, and left no exhaust or vapor trail. His wife and daughters supported his observations, and their computations were in accordance with his own, though slightly less conservative. The object's appearance



"CIVILIAN SAUCER INVESTIGATIONS" was organized by Sighter Ed J. Sullivan (standing), who urges other sighters to write to P.O. Box 1971, Main

SAUCERS CONTINUED

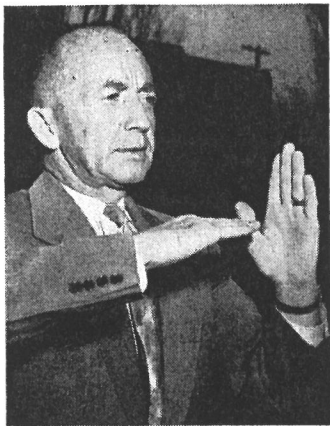
Incident 6. On May 29, 1951 at 3:48 p.m., three technical writers for the aerophysics department of North American Aviation's plant at Downey, outside Los Angeles, were chatting on the factory grounds. They were Victor Black, Werner Eichler and Ed J. Sullivan. All at once they stared at the sky. Sullivan describes what they saw: "Approximately 30 glowing, meteorlike objects sprayed out of the east at a point about 45° above the horizon, executed a right-angle turn and swept across the sky in an undulating vertical formation . . . that resembled a tuning fork on edge. It took each of them about 25 seconds to cross 90° of the horizon before performing another right-angle turn westward toward downtown Los Angeles. . . . We estimated their diameter at 30 feet and their speed to be 1,700 mph. Each appeared as an intense electric blue light, round and without length. They moved with the motion of flat stones skipping across a smooth pond."

Evaluation. No known natural or optical phenomenon makes the peculiar light, in bright day, attributed to these objects by Sullivan and his colleagues; nor can any natural object, hurtling at such a speed, execute a right angle turn. As in the Moore theodolite sighting, the execution of such a turn would have crushed any human crew under the impact of "G" forces. Finally, of course, no known machine travels at 1,700 mph without making a sound or leaving an exhaust or vapor trail.

Incident 7. On Jan. 20, 1951, at 8:30 p.m., Captain Lawrence W. Vinther of Mid-Continent Airlines was ordered by the control tower at the Sioux City airport to investigate a "very bright light" above the field. He took off in his DC-3 with his copilot, James F. Bachmeier, and followed the light. All at once the light dived at the DC-3 almost head on; it passed silently and at great speed about 200 feet above its nose. Both pilots wrenched their heads back to see where it had gone, only to discover that the thing had somehow reversed direction in a split second and was now flying parallel to the airliner, about 200 feet away, heading in the same direction. It was a clear moonlight night and both men got a good look at the object. It was as big or bigger than a B-29, had a cigar-shaped fuselage and a glider-type wing, set well forward, without sweepback and without engine nacelles or jet pods. There was no exhaust glow. The white light appeared to be recessed in the bottom of the plane. After a few seconds the object lost altitude, passed under the DC-3

Third, the power that can suspend a three-dimensional body, of the size Morris describes and in the position he indicates, without turning a blade or roaring a jet, is unknown.

Incident 9. On Jan. 29, 1952, just before midnight, a B-29 was on solo mission over Wonsan, Korea. It was flying at a speed somewhat less than 200 miles an hour, at an altitude somewhat above 20,000 feet. Simultaneously the tail gunner and the fire-control man in the waist saw a bright round orange object in the sky near the plane. Both said it was about three feet in diameter, flew with a revolving



HOW DISKS LOOKED in relation to each other is shown by C. E. Redman of Albuquerque.

motion on a course parallel to theirs, and wore a halo of bluish flame. It also appeared to pulsate. The object followed the B-29 for about five minutes, then pulled ahead and shot away at a sharp angle. On the same night a similar globe was seen by the tail gunner and waist man of another B-29, 80 miles away over Sunchon, but flying at about the same height. The globe followed the plane for about a minute, then disappeared.

Evaluation. Theoreticians in the Air Force believe the fireballs were not natural phenomena but propelled objects. They bear some similarity to the balls of fire—called “fireball fighters” or “foo fighters”—which flew wing on Allied aircraft over Germany and Japan during 1944-45 and which have never been satisfactorily explained. In the Korean incidents, the fireballs seem—on the evidence of their sharp acceleration, their blue light and the abrupt, angular swerve—to resemble the saucers described earlier.

Incident 10. On the night of Nov. 2, 1951 a ball of kelly-green fire, larger than the moon and blazing several times more brightly, flashed eastward across the skies of Arizona. It raced, straight as a bullet, parallel to the ground, and then exploded in a frightful paroxysm of light—without making a sound. At least 165 people saw the incredible thing; hundreds more witnessed the similar flight of countless other fireballs that since December 1948 have bathed the hills of the Southwest in their lunar glare. In the last year they have been seen as far afield as Pennsylvania, Maryland and Puerto Rico. The chief Air Intelligence officer for the Albuquerque district saw one. Colonel Joseph D. Caldara, USAF, attached to the Joint Chiefs of Staff, saw one in Virginia. Hundreds of pilots, weather observers and atomic scientists have sighted them. Reports came so thick and fast during 1948 that in 1949 the Air Force established “Project Twinkle” to investigate them. Project Twinkle established a triple theodolite post at Vaughn, N. Mex. to obtain scientific data on the fireballs. Day and night, week in, week out, for three months, a crew kept vigil. Ironically, while fireballs continued flashing everywhere else in the Southwest, they saw nothing until the project was transferred to the Holloman Air Force base at Alamogordo, N. Mex. There, during another three-month-siege, they saw a few but were unable to make satisfactory computations because of the fireballs’ great speed. Search parties have had no better luck. They have combed in vain the countryside beneath the point of disappearance; not a trace of telltale substance has been found on the ground.



THE SAME DISKS sighted by Redman were seen by W. S. Morris, ex-Air Force master sergeant.

Evaluation. The popular Southwest belief that a strange meteor shower was underway has been blasted by Dr. Lincoln La Paz, mathematician, astronomer and director of the Institute of Meteoritics at the University of New Mexico. He points out that normal fireballs do not appear green, they fall in the trajectory forced on them by gravity, are generally noisy as a freight train and leave meteorites where they hit. The green New Mexican species does none of these.

BY CAPTAIN WALTER KARIG

Special Deputy to Chief of Information, U. S. Navy

OPE

The Official Truth



Dan Kimball, then Secretary of the Navy, was convinced that "flying saucers" are not figments of the imagination after a UFO buzzed his airplane during a trans-Pacific flight.

Washington, D. C., radar scopes—like the one shown below—"saw" seven mysterious objects flying over the capital on July 20, 1952. Scientists were unable to explain the phenomenon.



RATION

about Flying Saucers

What are these things we call Flying Saucers, the mysterious objects which have been reported floating, zooming, wobbling and soaring glowingly over our heads these last few years? Are they optical illusions, guided missiles, maybe Russian, maybe men from Mars?

The Navy and the Air Force reject the popular name, Saucers, as well they might, because it belittles the subject. To those experts, the baffling phenomena are UFOs—Unidentifiable Flying Objects.

It has to be a doggone good unidentifiable flying object to earn the degree of UFO, but the percentage of those that pass the rigid examination runs pretty high. To surmount the test, the UFO has to be seen by persons of proved honesty and objectivity, who are able to report on the Thing's size, apparent shape, luminosity, speed and, if possible, radar return.

Persons like, for example, the then Secretary of the Navy Dan Kimball, and the officers of his plane flying the Pacific. A UFO buzzed his aircraft. It buzzed the accompanying plane some miles in the rear, seconds later. Mr. Kimball forwarded the data to Washington. With it went an order that the Office of Naval Research redouble its probing into the subject.

For the last six years, or ever since a sudden increase in reported sightings, UFOs have been the subject of a co-ordinated and integrated study. Employing civilian astronomers, military and naval experts in aerodynamics, meteorology and kindred sciences, the investigation is an Air Force project. The laboratory is in the Air Technical Intelligence Center at Wright-Patterson Field in Ohio. The Office of Naval Research, in Washington, is partner in the enterprise.

What have the experts learned?

An analysis of some 2,000 reports, many supported by photographs, eliminates 50 per cent of the sightings under the heading of "Insufficient Data," a sort of big garbage pail into which the ATIC dumps the accounts volunteered by persons who "saw something" but can't satisfactorily describe it, suspected hoaxes, possible self-delusions, and so on.

There go half the Saucers!

More than 30 per cent have proved, under study, to be accurately identifiable as weather

balloons, airplane lights and flares, electronic and meteorological phenomena, including "Shooting Stars" and even newspapers borne aloft in a whirlwind.

But about 20 per cent are labeled Unidentifiable Flying Objects. In short, objects proved beyond doubt to have been where they were seen for which ATIC has no explanation.

It is a high proportion of the total when nearly a fifth of the Things are officially certified to be—apparently—vari-sized illuminated shapes, evidently solids, that travel at speeds never achieved by human beings but giving every indication of being guided by intelligent minds. The descriptions, as furnished by the airplane pilots and aerologists upon whom ATIC places credence and confidence, are generally uniform.

They are reports of disc-shaped objects which emit an orange-hued glow that seems to increase as they accelerate, and travel at speeds which the fastest USAF jet can not approximate; discs which can execute a tight 90-degree turn or suddenly go into a reverse that would disintegrate any known aircraft and strip the flesh from the bones of its occupants; discs which travel as readily on edge, wheel-like, as they do horizontally. They have been seen, by credited observers, leaping up and down like a giant yo-yo, hundreds of vertical miles at a bound, and returning to the stratosphere for another jump.

A "phenomenon," not yet awarded the degree of UFO because it is still under study from the motion picture film shot by a Navy warrant officer, shows 10 blobs of light traveling across the sky in the most complicated (and, to Earth minds, meaningless) maneuver yet observed. One of the Things moved calmly ahead with an undulating motion like a ship plowing through ground swells. But its companions, while keeping forward pace with it, revolved about the nucleus (or guide ship, or whatever you want to call it) not in the flat orbit of planets around a sun but in a steep, tight, funnel-shaped spiral.

If—IF—the UFOs either carry or are directed by rational living creatures, why and for what purpose should one bounce like a child's rubber ball on an elastic string, others cavort in an intricate, dizzying maneuver?

U F

Such variations from comprehensible motion cause some of the scientific minds to theorize that there is a logical, natural explanation for the UFOs. Something as remote from interplanetary travel as the bouncing of St. Elmo's Fire, or the Northern Lights.

Even the most prosaic descriptions of UFO maneuvers make one think of the actions of half-grown puppies rather than the operation of space ships. A group of the Things will appear on radar, evidently going places like a puppy-pack across a meadow, and then break up.

Some will loaf around, others dart hither and yon. A passenger plane bumbles into the field, and the nearest Flying Beagle will dart over like a brave pup going up to sniff at a cow, and then break away as if its curiosity was satisfied. But let the airplane, or some hastily summoned jets, try to get closer, and the UFO will go into reverse and scam out of there, with the whole pack streaking away—at 7,000 miles an hour.

The longest step toward solving the mystery will come when somebody gets close enough to a UFO to see it in detail. So far there is not even an acceptable photograph that shows more than a blur of light.

The author of this article guarantees that, at this writing, he never has seen anything like the UFOs except the "Brown Mountain Lights," which were eerie enough to satisfy him for all time.

In Avery County, in northwestern North Carolina, there rears on the fringes of the Great Smokies a rounded peak known as Brown Mountain, the source for many years of UFOs of its own. There, one night, I was taken to the top of a facing mountain by a friend, a professor of physics, at whose summer camp I was visiting.

We sat on a ledge on the west face of the opposite mountain crest, and waited a chilly half hour for the reward of observing a startling, spooky but beautiful manifestation of the mystery.

Suddenly, as we gazed across the broad, inky-black valley between, there soared from the crest of Brown Mountain a glowing ball, to my eyes at that distance, about the size of an orange. A second or two later another leaped into view, as if pursuing the first. The two rose vertically, at no superhuman speed, and vanished.

Twenty minutes passed, and then another light soared briefly into view against the faintly star-lit sky. Then, for an hour, they rose thick

and fast, some rapidly, some mounting like a lazy rocket; some a dull orange, others greenish-white; some as clear in outline as a baseball held in the hand, but most as fuzzy as a ball of wool.

"Marsh gas!" I guessed bravely.

"There are no marshes anywhere on the slopes of Brown Mountain," said the physicist. "I've explored it many times."

Maybe Brown Mountain houses an industrial village of subterranean gnomes who build and launch Flying Saucers just for kicks. Anyhow, the photographs I've seen of UFOs certainly look exactly like the Brown Mountain Lights to me, which proves nothing, of course.

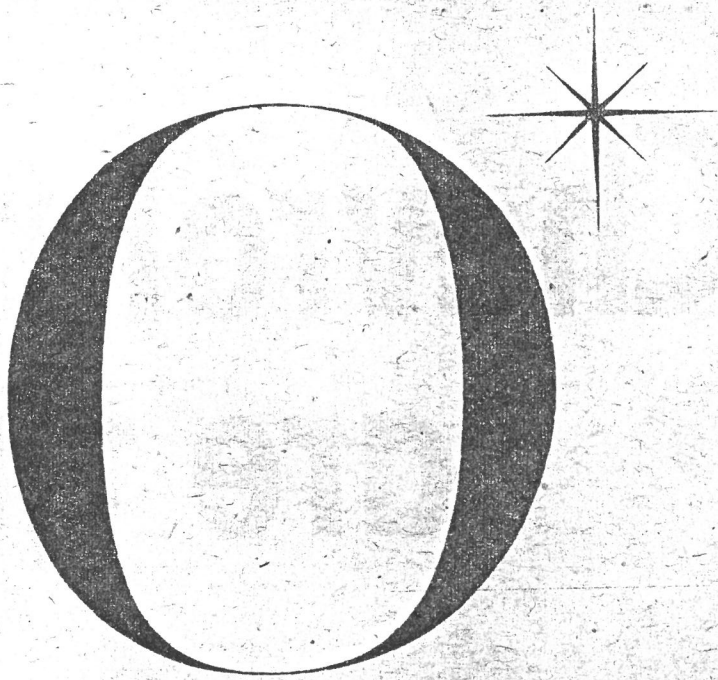
Not all UFOs studied by Air Technical Intelligence are disc-shaped. There was one shaped like an arrow-head, seen almost simultaneously over two widely separated cities in Texas. Another, followed for miles by a military aircraft, would be dubbed "Flying Breeches" if the scientists had a sense of humor. It was accompanied by a streaming wake that, from descriptions, resembled a three-mile long pair of baggy pants.

The sighting, however, that really convinced the authorities that Saucers (as they are *not* called in official circles) are nothing to jeer at, occurred over Washington, D. C., 40 minutes after midnight on July 20, 1952, and lasted for nearly five hours.

Seven "blips" appeared on a radar screen at the National Airport's Radar Center as if instantly materialized out of nowhere. The lone operator fiddled with his machine, but the blips couldn't be dislodged. He leaped across the room to a second radar console. The blips were there, too. Alarmed, he summoned his chief.

The operators called the Airport tower, a quarter of a mile away. The excited response was that the radar there showed the identical pattern. Andrews Field, the Air Force base across the Potomac in Maryland, was queried. The worried reply was that the radars there showed seven blips. With three "fixes" like that, the operators were able to compute that one of the UFOs was directly over the Capitol, while two hovered over the White House, many thousands of feet in the air, but visible to observers in the tower.

Every licensed pilot in America knows that the sky above the Capitol and the White House is forbidden territory. What did it mean—some sort of aerial Pearl Harbor blitz?



Unidentifiable Flying Objects

A hurried call was put in to New Castle, Delaware, the nearest point at which available Air Force jets were based. The planes did not appear over Washington until nearly two hours had passed. Meanwhile the air waves were filled with chatter from the observers.

Five minutes before the jets roared into the search area, the UFOs vanished. Five minutes after the jets returned to base, after a fruitless search, the UFOs returned and stayed until dawn.

Pressed that day by newspapermen for comment, the officials put forth their best guess. The lights were reflections from the earth on an "inversion," a dense and mirroring layer of air high above the city. A mirage, in other words.

Reflected lights, mirror images and the like, do not send back a radar return. It takes a fairly dense mass to do that. And radar scopes at three separate places had tracked the UFOs as clearly as if they were Flying Boxcars.

The radar operators checked and rechecked and computed the speed of the Things at 7,200 miles an hour. Nothing made by man, except guided missiles, travels at a tenth that speed. And neither rockets nor guided missiles can loaf around in one spot for hours and hours—not unless their makers had the Law of Gravitation repealed.

What were they?

Not "Saucers." Remember, officially there is no such Thing. Neither were there Saucers when "strange globes of light" maneuvered over Florence, Italy, on December 9, 1731. Or over Switzerland on November 2, 1761. Over London, March 29, 1845, and elsewhere in England in 1855, 1859, 1860 and 1864. They visited Bloomington, Indiana, on September 7, 1877; buzzed ships in the Yellow Sea in 1893, ships in the Atlantic in 1904.

They weren't Saucers then, nor even UFOs. Just something weird to be noted, discussed and exaggerated into "angels with flaming swords" and "dragons" in the sky.

— These phenomena are no help to us today except to prove, should you choose to believe that the UFOs are Visitors from Space or Soviet Spies, that the men from Mars and/or the Kremlin were scouting the skies hundreds of years ago.

For the time being, then, let's leave the Saucers in the categories where the official investigators put them—50 per cent phonies, 30 per cent of explainable origin, and 20 per cent Unidentifiable Flying Objects. ◀◀

Flying Saucers From Outer Space

By MAJ. DONALD E. KEYHOE, U.S.M.C., Ret.

The Air Force can explain most saucer sightings, but some remain mysteries

The flying saucer, which whizzed onto the American scene in 1947, continues to be a subject of active interest to the United States Air Force. The Air Force employs scientists and maintains an Air Technical Intelligence Center at Wright-Patterson Field, Dayton, Ohio, to investigate saucer reports. Since January 1, 1952, the center has analyzed about 2,000 reports received through military channels and has found an explanation for 62.1 per cent of the saucer sightings.

The data submitted in 23.6 per cent of the cases, according to an official statement, were insufficient to make an evaluation. In the remaining 14.3 per cent—the ones that keep the flying saucer a burning issue among outer-space-machine believers—the ATIC's frank verdict is: "Unsolved."

The Air Force says that reports are improving and that, in 1953, it has been able to explain 90 per cent of all saucer sightings in terms of known phenomena, as against a percentage of 80 in 1952. It currently is making an exhaustive statistical analysis which should be "very significant in explaining past and future reports." Saucer reports dropped 50 per cent this year.

"The Air Force," according to a new official statement, "believes that it has the responsibility of assuring itself and the public, with as

much conclusiveness as possible on a sometimes nebulous subject, that nothing unforeseen or mysterious is going on in our skies.

"After reviewing its mass of reports and presenting the better documented ones to highly competent scientific advisers, the Air Force has found that there is absolutely no proof in these reports that space travel from another planet is going on."

The Canadian government also conducts a continuing flying-saucer investigation. Although Canada, like the United States, has its machines-from-outer-space enthusiasts, on the highest level of the Dominion's saucer-investigating project there is no disposition to fear an invasion from any other planet in the foreseeable future.

But despite all attempts, official or unofficial, to debunk flying saucers, the subject continues to fascinate Americans. Look, therefore, publishes these excerpts from a forthcoming book, *Flying Saucers From Outer Space*, by Maj. Donald E. Keyhoe (U. S. Marine Corps, Retired), who has pursued the subject from the earliest sightings. He is the author of an earlier book, *The Flying Saucers Are Real*, published in 1950. Major Keyhoe soberly believes that flying saucers are vehicles from outer space and insists that some Air Force officers are attempting to conceal the facts from the public.

—THE EDITORS

BEHIND the scenes at the Pentagon, I have watched the Air Force struggle with an explosive problem: What shall the public be told about the flying saucers?

Since 1951, a selected group of high Government officials has been secretly briefed on the saucers by Air Force Intelligence. More than one former skeptic, after these closed-door sessions, has emerged badly jolted by the intelligence officers' disclosures.

In the last nine months, I have seen most of the evidence used in these secret briefings. Confidential sighting reports by Air Force, Navy and Marine Corps pilots have been cleared to me with the conclusions of Air Technical Intelligence. Other important clues, unknown to most Americans, have been released by Project Bluebook, the saucer-investigating agency at Wright-Patterson Field, near Dayton, Ohio. Little by little, the curtain has been raised to reveal a sobering picture.

So far, there is no proof of hostility. But several times, these weird machines have come dangerously close to planes—foreign as well as American.

I wrote an article in 1949 stating that the saucers were interplanetary machines. Within 24 hours, the Air Force was swamped with demands for the truth. To end the uproar, the Pentagon announced that the saucer project

was closed. The saucers, the Air Force insisted, were hoaxes, hallucinations or mistakes.

Later, in a book called *The Flying Saucers Are Real*, I repeated my belief that the Air Force was keeping the answer secret until the country could be prepared. Several times, officers at the Pentagon tried to convince me I'd made a bad mistake. But when I asked them to prove it by showing me the secret sighting reports, I ran into a stone wall.

Then suddenly, in August, 1952, the Air Force changed its sphinxlike attitude. In the last six months, I've seen the most baffling cases in the ATIC's secret files.

A Strange Encounter

On the night of December 4, 1952, a frightened Air Force pilot landed at Laredo, Texas. Since actual names are deleted in clearing intelligence reports, I call him Lt. Earl Fogle.

Twelve miles from the field, Fogle told air-base officers, a blue-lighted object had almost crashed into his fighter. It had been no accident. The strange device had raced head-on at his lighted F-51. At the last instant, it had flipped to one side, streaking by at terrific speed.

Badly shaken, Fogle watched it flash up in a vertical climb. After a moment, the object turned, circling back as if for another pass. Fogle hastily switched off his lights, nosed

down in a steep spiral. The unknown machine dived to 2,000 feet. Apparently missing Fogle's plane in the dark, it circled toward Laredo air base, then swiftly turned away. Again climbing straight upward, the machine disappeared in the night.

Three years before, many Air Force officers would have scoffed at Fogle's report. He was not ridiculed now. For two hours, intelligence officers grilled him on every detail. Did the UFO (unidentified flying object) seem to be piloted or under remote control? What was its size and shape? Its speed compared with a jet? Did the blue light blink or pulsate? On and on went the questions, worked out by the Air Technical Intelligence Center to identify UFO types. Then secret reports were put on the wires for the ATIC at Dayton, Ohio, and intelligence headquarters in Washington, D. C.

The intelligence report of the Laredo encounter was cleared for me by Albert M. Chop, the Air Force civilian expert on UFO's. Two years before, as acting press chief at Dayton, Chop had learned most of the flying-saucer story from Project Bluebook. When he transferred to the Pentagon, he had become the Air Force press specialist on flying saucers.

(The Air Technical Intelligence Center summary of the Laredo incident was seen by a LOOK researcher in September after Major

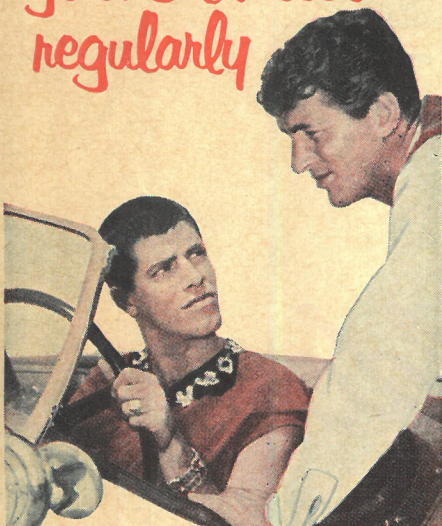
Continued

Copyright, 1953, by Henry Holt and Company, Inc.

DEAN MARTIN and JERRY LEWIS, starring in the Hal Wallis production "MONEY FROM HOME" in 3-D Technicolor, take time out to look at a high-powered sports car.

People who know cars agree—

It pays to change your Oil Filter regularly



Sports car enthusiasts, motor mechanics, people who take pride in keeping the "family bus" in top condition—know that a regularly serviced Purolator* Oil Filter protects pistons, bearings, cylinder walls and other costly parts from needless wear caused by grit and sludge . . . saves expensive engine repairs!



This means trouble! Your oil filter may become clogged with abrasives and sludge in 5000 miles or less of normal driving . . . can't keep up its engine-saving work!



Put in a Purolator Refill—fast! It has up to 10 times more capacity than ordinary filters. Keep a clean Purolator Micronic* on the job—and you may save costly engine repairs!

SEE YOUR SERVICE MAN TODAY

He'll put in a clean new Purolator Refill. Costs as little as \$1.60. Takes just a few minutes to put in



*Reg. U. S. Pat. Off.

PurOlator
World's finest OIL FILTER

FLYING SAUCERS continued

"The group was making over 5,000 miles an hour"

Keyhoe's book was in print. It followed the Keyhoe version in substance but commented: "ATIC believes that it was an aircraft and that the maneuvers were exaggerated." The official conclusion on the case was: "Possible aircraft."

It was the latter part of January, 1953, when I saw the Laredo report. At the Pentagon, I skimmed through intelligence reports which had just been cleared. With them was an ATIC statement bluntly refuting the theories of Dr. Donald Menzel, a Harvard astronomer, who had tried to debunk the saucers as mirages and other illusions.

Weeks before, I'd been told what most officers thought of Menzel's theories. "But to make it official, I'd put some pointed questions to Project Bluebook. This was the ATIC answer:

"These explanations were known to the Project, and carefully considered, long before Menzel published his theories. They explain only a small per cent of the sightings. . . . At the request of ATIC, prominent scientists analyzed Menzel's claims. None of them accepted his answers. . . . Dr. Menzel was invited by Project Bluebook to apply his theories to any or all of the unexplained sightings, using Project records cleared for this purpose. He has not availed himself of this offer. . . ."

The Sky Seemed Empty

The new sightings looked important. The first report was dated January 9, 1953. Early that evening, a B-29 bomber, with Capt. George Madden at the controls, was flying over California on a routine mission. Lt. Frank Briggs, the co-pilot, had the right-hand seat. (As in all these official cases, witnesses' names have been changed.)

It was a clear night. They could see Santa Ana, some 16,000 feet below. Except for the B-29, the sky seemed to be empty. Captain Madden was checking his instruments when a flash of blue suddenly caught Briggs' eye. He stared out to the right. Coming toward them, at fantastic speed, was a V-formation of blue-lighted objects.

Briggs gave a shout of warning. Madden took one look, hurriedly swerved to the left. For a split second, the strange craft seemed to hold their speed. Then they abruptly slowed down, the V-formation twisting as if a few of the machines had overshot. Banking away, they slanted upward and vanished.

Though Madden knew of no supersonic test plane that could make such speed, he cut in his mike and called air-traffic control. The answer came back: No experimental aircraft—no planes of any kind—were known to be in the area.

Another strange sighting occurred over the Gulf of Mexico as a B-29 bomber was returning to its base in Texas. It was just before dawn on December 6, 1952, less

than 48 hours after Lieutenant Fogle's near collision at Laredo, Texas.

Approaching the end of a night practice flight to Florida, the B-29 was cruising in bright moonlight at 18,000 feet. At 5:24 a.m., the big bomber, piloted by Capt. John Harter, was 190 miles from Galveston and about 100 miles south of the Louisiana coast. A minute before, Harter had called the radar officer, Lt. Sid Coleman, and asked him to turn on the set, so he could check the coastline on the auxiliary scope in the cockpit.

At 5:25, Coleman was watching the main radarscope. The blip of some unknown object appeared at one edge of the screen. When the sweep made its next revolution,

peered out into the night. He saw a blue-lit object streak from front to rear. Moving so fast it was only a blue-white blur, the saucer vanished under the bomber's wing. The strange machine had hardly disappeared when another group of blips came into all three scopes. Like the other machines, the new group was making over 5,000 miles an hour. To make it worse, they were all coming from almost dead ahead. Though their course still diverged enough to miss the bomber by miles, the slightest change might have put the crew in instant peril. At those terrific speeds, they wouldn't have a prayer, and every man aboard knew it.

Six minutes after the first sighting, there was a sudden lull. The

OFFICIAL ATIC REPORT—NORFOLK, VA.

A DC-4-type aircraft, piloted by 2 airline pilots, was approaching Norfolk, Va., 14 July 1952, about 20-25 miles out on NE leg of range at 8,000' when 6 unidentified objects were first sighted approaching a/c on heading about 60 deg at approximately 2,000'. When objects reached point under & slightly to right of a/c, one of the observers saw them roll up on edge and instantly shoot off on heading 270 deg. After change of direction, two more objects appeared from behind and joined formation. Speed of discs was estimated at well over 1,000 mph. When first seen, they were glowing on top side, with intense amber-red light. Diameter was approximately 100' (estimated) and they appeared perfectly circular. They approached DC-4 in narrow echelon and appeared to decelerate before changing direction. With deceleration, dimming of glow was noted; immediately after changing direction and flattening out, glow disappeared entirely. They reappeared at once, glowing brilliantly again, and began climbing on heading of 270 deg. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost from view.

ATIC comment: Five jet a/c were in vicinity of Langley AFB at the time. After various checks, it was concluded objects were not the 5 jet a/c. Other checks for known airborne objects were made with negative results. Sighting occurred at 2012 EST for a period of 15 seconds.

Conclusion: Unknown.

Coleman jumped. In that brief moment, the unknown craft had gone 13 miles!

Another blip leaped onto the scope as the oncoming object streaked toward the B-29. For an instant, it seemed that they would meet head-on. Then Coleman saw their paths were diverging. He yelled for the flight engineer: "Help me track this thing!"

Before the blips faded, Coleman and the staff sergeant swiftly computed the unknown's speed. It was 5,240 miles an hour.

"That's impossible," snapped Harter. "Recalibrate the set."

By the time Coleman finished recalibrating, the blips of four UFO's were racing across his screen. "They're on all three scopes," said Coleman. "I've recalibrated. It's no malfunction."

Master Sergeant Bailey leaped to the right waist blister and

tense airmen were beginning to relax when a third group of blips flashed onto the scopes. The radar officer bent over the screen. Two of the UFO's were rocketing by on the right. "Unknowns at four o'clock," he bawled.

Staff Sergeant Ferris beat Bailey to the blister. He watched two machines streak by, mere blurs of blue-white light. Up in the cockpit, Harter's eyes were glued to the auxiliary scope. Forty miles away, five of the saucers were racing behind the bomber. Suddenly, the saucers swerved, headed straight for the B-29. Before Harter could move the controls, an incredible thing happened. The onrushing UFO's slowed to the bomber's speed. For 10 seconds, they kept pace. Then, swiftly picking up speed, the unknown machines pulled off to one side. At the same moment, Harter caught sight of a

Continued

answers at bottom of page

pix puzzle



1. Best luncheon cocktail is:
a. Hammer and tongs
b. Dubonnet on-the-rocks
c. Pile Driver



2. Dubonnet has been enjoyed for:
a. 25 years
b. 50 years
c. Over 100 years



3. Dubonnet is a favorite in:
a. Paris
b. London
c. Broken Bow, Okla.



Dubonnet

answers:
1. b It's the mid-day cocktail that makes good business sense.
2. c In fact, Dubonnet's been a favorite since 1846.
3. a-b-c Dubonnet is as international as the UN.

DUBONNET APERITIF WINE, PRODUCT OF U.S.A.
© 1953 DUBONNET CORP., PHILA., PA.

FLYING SAUCERS continued

"The discs have been launched from a huge

huge blip—a half-inch spot on the scope. Amazed, he saw the most fantastic thing of all.

Still moving at more than 5,000 miles an hour, the smaller craft merged with the large machine. Instantly, the huge blip began to accelerate. It flashed across Harter's scope and was gone.

The meaning of what they had seen was inescapable. The discs had been launched from a huge mother ship for some type of reconnaissance mission. After the B-29 was sighted, one group had been diverted for a brief observation. Then, flying at 5,000 mph, they had been taken back aboard the mother ship. It was almost unbelievable. But the radar set had been working perfectly, and the visual confirmation, as Bailey and Ferris saw the machines flash by, was final, absolute proof. Three separate times, saucers had been seen exactly where the three radarscopes showed them.

Checking Coastline Returns

The ATIC summary, written by the pilot, follows:

"On the return leg from Florida to Galveston, Texas, training mission, natural-gas burnings from oil refineries on the Louisiana coast were noted. To check student navigator's celestial, I requested the student radar to turn on the scope, which had been off from 30 miles W of Tampa, and see if he could pick up the coast there on the 100-mile range. After the set was on for a sufficient time to warm up, I was given permission to turn up the brilliance on the aux. scope, and both student and I checked for coastline returns and found none. At this time, the set had not been calibrated. My attention then was attracted from the scope for a period of time. At 0525 CST, radar called for my attention to the scope, and I first noted small bright blips returns, approximately 4, with no specific grouping such as a radar beacon transmits. Azimuth stabilization was on. As the sweep rotated one revolution, the blips moved SE across the scope, more than one range marker.

"Radar stated at that time he had 50-mile range on, indicating a movement of 12-14 miles. With each successive revolution, the blips continued SE to a point 15-20 miles from the ship at a bearing of 70 deg. and then out of the scope. At 150 deg., radar gave the instructor flight engineer the time and distance, which was computed as over 5,000 mph. These groupings of blips occurred for about 5 minutes and speeds were recomputed. During this period, student navigator and instructor radio viewed the aux. scope and confirmed my observations. At this time, I called for radar to calibrate his set to eliminate any possibility of malfunction. He did this speedily, and when he scanned the scope once more, the blips reappeared moving SE across the scope. I called off two separate blips track and position

in relation to the aircraft by the clock system over interphone of the ship, and as they passed at 3 o'clock, the instructor engineer visibly saw a blue-bright white flame go from front to rear under our wing. Contact was broken off at 0535 after a group of the blips merged into a ½-inch curved arc about 30 miles from our aircraft at 320 deg. and proceeded across the scope and off it at a computed speed of over 9,000 mph. At all times during the contact, the aircraft was level and stable, the weather was clear, not a cloud in the sky, and visibility was excellent. There was a full moon, giving excellent water reflection. The aircraft was flying long-range cruise at the time. Radar checked the blips at all scan tilt angles full up and down and didn't lose the blips until the scanning antenna was pointed down. One group of blips after the scope was calibrated were noted, after moving from 330 deg. to 150 deg. across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear."

A Cluster of Lights

The ATIC comment was: "All possibilities were checked for known aerial phenomena. The conclusion was: 'Unknown.'"

About 7:30 p.m. December 29, 1952, an Air Force radar base in northern Japan received a call from a B-26 crew: "We've just sighted a UFO. It looks like a cluster of lights—red, white and green."

Moments later, the radar men picked up the UFO. Because of the B-26's low speed, no interception could be made. At 7:45, an F-94 pilot radioed in, reporting the same type of device. The call was overheard by Col. Curtis Low, commander of a fighter-escort wing in Japan. (As he was mentioned in a news dispatch which briefly described the incident, I am using

his right name.) He was flying his F-84 jet fighter at 27,000 feet. Three minutes later, he sighted the strange machine. He called ground control and was asked to try an interception.

As he climbed, Colonel Low switched off his lights. The object's lights did not change—proof that it was no canopy reflection. Keeping his own lights off to avoid detection, Low climbed to 35,000 feet. When he got closer, he saw that the saucer's lights were revolving in a counterclockwise direction—a steady rotation between 8 and 12 times a minute.

It Vanished in 30 Seconds

Low could see three fixed shafts of white light shining outward. Apparently, one part of the machine was rotating, but the change of colors was puzzling. At times, the saucer was one solid color—white, green or red. In between, the wing commander saw brief combinations — red-white, red-green and green-white. But the three white beams remained constant.

Colonel Low opened his F-84 to full power. Racing in at over 500 miles an hour, he tried to close the gap. Apparently, his unlighted plane was not seen for a second or two. Then the saucer increased its speed. It disappeared in 30 seconds.

Five minutes later, circling at 35,000 feet, Low saw the machine again. This time, as a test, he left his lights on when he tried to close in. Immediately turning west, the strange craft speeded up, so swiftly it vanished in five seconds.

Eleven nights later, another machine with similar rotating lights was sighted over Japan and tracked by radar. With the permission of intelligence, Low mentioned both cases to war correspondents, withholding the details I have just given.

"Don't dismiss these as the reports of a few imaginative peo-

OFFICIAL ATIC REPORT—EL PASO, TEXAS

An Air Force colonel flying a jet observed 2 objects in the vicinity of Hermanas, N. M. (31 deg 50 min N/108 deg 2 min W), Aug. 24, 1952. The objects appeared to be round in shape, silver in color and approximately 6' in diameter. He observed them to be approximately 2 miles from him between the hours 1000-1100 MST. There was no visible means of propulsion. One object seemed to change its shape to a long gray object while in a right turn. The second object also seemed to change shape when it accelerated very rapidly. The objects disappeared 3 minutes from when first observed. After approximately 7 minutes, the objects reappeared, at which time observer was over El Paso, Texas. One object seemed to climb straight up 2,000-3,000 feet and was joined by the other in close formation.

The ATIC checked all possibilities of known objects in air in the vicinities of the two sightings with negative results.

Conclusion: Unknown.

mother ship for reconnaissance”

ple,” he warned the reporters. “These were corroborated sightings by trained pilots and radar operators.”

(The ATIC summary of this incident stressed the stability and reliability of the colonel and his persistence in seeking accurate details of the light he saw. Its comment was: “The tone of this report is very similar to previous sightings of the planet Jupiter. There is a great possibility this pilot saw Jupiter.” The official conclusion on the case was: “Probably astronomical.”—Ed.)

Since 1950, the engineer in charge of the first Canadian saucer project, Wilbur B. Smith, had given me several valuable leads. When I first learned of the Canadian interest in saucers, most Dominion officials and scientists had been openly skeptical. But early in '52, after a series of unusual sightings, their attitude had changed. Smith's project had been started by geomagnetic engineers and scientists in the Telecommunications Division, Department of Transport.

When I met Smith, he was in Washington to represent Canada at an international conference on wave lengths. He told me of the analyses he and his men had made. Then he gave me his opinion:

“I'm convinced they're real, that they're machines of some kind. We've weighed three possibilities: First, they're interplanetary. Second, they're a United States secret device. Third, they're Russian.

“The last two don't stand up. From the weight of evidence, I believe the saucers come from outer space. And I think their appearance is what suddenly increased your government's interest in space travel and an artificial satellite. Judging from our own operations, I'm sure your government also is vitally concerned with learning the secret of propulsion.”

New Technology in Magnetics

Smith took a pad and sketched a rocket-shaped craft.

“First, let's consider the parent ship. From the high-altitude sightings, I think it must be a type like this. For power, it could use nuclear fission, mass conversion of energy or some other revolutionary source, such as cosmic rays. But our experiments indicate that the true discs, which are probably launched from large parent ships, utilize magnetic fields of force. And it's possible that the parent ships also use the same source of power.”

At the start, the Canadian project was unofficial, though the research was done in a government laboratory with official approval. After his return to Ottawa, Smith rewrote my original draft of his information and sent it to the Canadian Embassy in Washington. The revised report was cleared for me by Arnold Wright, Defense Research member of the Canadian Joint staff, after a check at the Pentagon.

“A group of Canadian scientists,” it said in part, “has been working for some time on certain problems connected with the earth's magnetic field. These investigations appear to point the way to a new technology in magnetics, and, if the initial conclusions are correct, they offer a ready-made explanation for many of the striking features which have been reported in connection with the sightings of flying saucers.

“The basic premise is that it is possible to produce a magnetic ‘sink’ (the name arbitrarily chosen by Smith and his engineers) within the earth's field; that is, a region into which the magnetic flux will flow at a controlled rate, giving up some of its potential energy in the process. Such a ‘sink’ would have many interesting properties:

“1. Electrical power could be obtained from the collapse of the earth's magnetic field into the sink.

“2. Powerful reaction forces could be developed in a conducting ring surrounding the sink and offset from it, sufficient to support a suitably designed ship and to propel it.

“3. If the rate of flow of magnetic flux is modulated, the resulting magnetic disturbances could be used for communication.

Observations Support Theory

“It is curious to note that most of the descriptions of flying saucers are in accordance with the design which would be necessary to exploit the properties of a magnetic sink. For example, the saucers are described as consisting of a large circular disc, with a small central cabin. The sink could be located in the upper central part of the cabin. The collapsing field, in cutting through the surrounding metallic ring, would induce in it an electric current which would react with the magnetic field which induced it, producing a force that would have a substantial vertical component. Support and propulsion of the ship would then be a combination of this resultant force, the airfoil action of the disc and the interaction between eddy currents induced in the disc by its rotation and main fields.

“Rotation of the disc may be either deliberate, for the induction of eddy currents, or may be incidentally caused by the electron drag of the very large current circulating around the disc. In any case, there is good evidence that the disc appears to rotate.”

In Washington, I met an old friend, a former serviceman, whose contacts I'd often envied. Since I can't use his right name, for reasons which will be obvious, I shall call him Henry Brennard. I told him about the intelligence reports, and Brennard nodded. “I knew it was getting hot. What have they decided to do about the Tremonton pictures?”

“Tremonton? I never heard of them.”

“I guess I talked out of turn. If you promise not to use it without

Continued

America's favorite for style and value..

Jayson
SUPER-WHITEHALL
SHIRT!



Super-Whitehall
JAY-ROND

Jayson
JAY-TOWN



...JAYSON COLLARS YOU
IN STYLE!



Jayson
JAY-BRAD

Jayson
JAY-MADISON



Super-Whitehall
JAY-KIP

21 collar styles that are shaped to make you look better, feel better! You'll find your favorites in the new Jayson collection as well as flattering new styles you'll want to try. Take your choice of luxurious textured oxfords, smooth, silky broadcloth. The tailoring is Jayson's famous "fit to perfection," designed to give you the ultimate in service and satisfaction.

Available in Super-Whitehall at \$3.95
other quality shirtings from \$3.50
At all fine men's stores

JAYSON, 1115 Broadway, New York 10, N.Y. • Shirts • Sportwear • Pajamas
Makers of Excella Shirts and Sportwear

"I've been convinced the saucers are interplanetary"

Air Force permission, I'll tell you. Well, these pictures were taken by a Navy warrant officer back in July. They're movies, and they show several saucers maneuvering near Tremonton, Utah. The ATIC lab in Dayton and Navy Photo-Intelligence have been secretly analyzing them for months."

Next morning, I went to the Pentagon and sprang it on Chop. He gave me a few more details. They had been taken by Warrant Officer Delbert C. Newhouse during a trip he and his wife were making. At 11:10 a.m., July 2, Newhouse and his wife were driving seven miles from Tremonton, when they saw a formation of bright objects — round, brilliant spots, standing out against the blue sky. Getting out his 16-mm. camera, Newhouse put on a telephoto lens and shot 40 feet of film. In the last few moments, he trained the camera on one disc which had reversed its course, leaving the formation. After developing the film, he sent it to Project Bluebook.

"Your Tip Was Right"

"Fraud was completely ruled out," said Chop. "They tried every trick method to duplicate the film, but it couldn't be done. You got the dope, your tip was right."

I said, "This is it. You've finally got proof the saucers are interplanetary."

"The Air Force isn't admitting that. We're waiting for the Navy report; it's due January 15. But we're pretty sure they'll confirm the ATIC lab analysis. In fact, they've already done so informally. We just want it in writing."

"What happens then?"

"It isn't decided. Some intelligence officers want to show the film to a small group of the press. There's a lot of opposition. But if there is a press showing, we'll make it official with a public statement that there isn't any conventional answer. The things aren't planes, balloons or any other known object."

I asked him if the Air Force had any other movies of flying saucers.

"The only other movie," Al said, "was the Montana one. You know, the picture that was taken by a ball-park manager in 1950. It shows what looks like two round bright objects. Col. Harold Watson—he was intelligence chief at Dayton then—said they were reflections from a water tower. But ATIC hasn't any official conclusion, though they did analyze the film."

Later, Al told me two Air Force groups were deadlocked over the secret film.

"But I've resigned," he said. "I'm going out to California. This hasn't anything to do with the saucers. I've been wanting to get into private industry."

"How does the Utah deal stand now?"

"They're arguing over the statement." Al gave me a mirthless smile. "One group wants to say the objects might have been balloons

or light reflections from gulls' wings."

"But the analysis," I said. "Those speeds and maneuvers proved the things couldn't be birds or balloons, or even jets. Both ATIC and the Navy agreed on that."

When I went to the Pentagon next day, I asked quickly, "Is it settled?"

Chop gave me a grim look. "It's settled all right. The whole thing's killed. Some of the intelligence people are pretty sore. They don't think the public's getting a fair shake."

It occurred to me that Brennard might have a lead. I found he knew about the Utah decision.

"I'm not surprised," he said. "I never really thought they'd let that out."

"It'll be out, all right," I told him. "I got it cleared."

"With that and all the other cases," said Brennard, "you've certainly got proof the saucers are interplanetary."

"Everything but an Air Force admission. I've got a hunch there's a secret report with that conclusion."

Brennard hesitated. "I heard one thing, but it isn't absolutely proof. A month or so ago, an official I know was secretly briefed on the saucers. He used to think they were a joke. But after that briefing, he told me he was convinced they were extraterrestrial."

When I saw Al, I told him what I'd heard about the briefing.

"Doesn't this prove there's a secret report?" I asked. Al was silent so long I gave up.

"I can't violate security," he said finally, "even if I am out of the service. But I can tell you this. Last fall, there was a detailed analysis of all the evidence. I can say that because it wasn't classified when I saw it. After ruling out all other explanations, it came to a definite conclusion. I can't tell you what that conclusion was—by now, it's probably top secret."

"Will you tell me your conclusion—as a private citizen?"

The Possibility Exists

"Maybe this will be even better." He took out the folded carbon of a letter. "This is what I was going to send you. It's our official answer to a letter from your publisher. Those ATIC cases you outlined must have scared them. They wanted an official O.K. They got it, also a statement that the Air Force regarded Major Keyhoe as a responsible, accurate reporter. But here, read it yourself."

"The Air Force and its investigative agency, Project Bluebook," I read, "are aware of Major Keyhoe's conclusion that the flying saucers are from another planet. The Air Force has never denied that this possibility exists. Some of the personnel believe that there may be some strange natural phenomena completely unknown to us, but that if the apparently controlled maneuvers reported by many competent observers are

OFFICIAL ATIC REPORT—MISAWA, JAPAN

At 1120 hours, 29 March 1952, an unidentified object was observed approximately 20 miles north of Misawa AFB, Japan. This sighting was made by an AF pilot flying a T-6 traveling at 6,000' altitude on heading 0 deg. at 130 knots. Two F-84's were making practice runs on the T-6. The object was first noticed by T-6 pilot when it pulled abreast of him and reflected the sunlight. The object was a small, shiny, disc-shaped object. The object then appeared to make a pass at the F-84 at estimated 40 to 50 mph in excess of F-84's airspeed. It closed rapidly, and just before flying into his fuselage, it decelerated to his airspeed almost instantaneously. It flipped on its edge at approximately 90-degree bank. It pulled around starboard wing where it was caught in slipstream and flipped once. Then it crossed in front of him appearing to accelerate and shot out of sight in a steep climb. The F-84 pilot didn't observe the object. No explanation can be proposed other than possible reflection and refraction of light through canopy of observer's aircraft.

Conclusion: Unsolved.

correct, then the only remaining explanation is the interplanetary answer."

It was an official Air Force admission that the saucers came from space!

(Air ForcespokesmentoldLook's researchers that civilian Chop's opinion was strictly his own and was not an "official Air Force admission," as Major Keyhoe states.)

There wasn't the slightest doubt that the saucers' maneuvers were controlled, and Air Force Intelligence knew it. Hundreds of veteran pilots from Col. Curtis Low on down had sworn to that. And the simultaneous radar and visual tracking reports proved it beyond all question.

"We're Being Watched"

I drew a long breath. "This does it, Al. I've waited four years. I guess I don't have to ask what you believe now."

"I've been convinced for a long time that the saucers are interplanetary," Chop replied. "There's no other possible answer. We're being watched by beings from outer space. You've been right from the start."

We are nearing the possibly fateful year of 1954. According to the Joint Chiefs of Staff, Russia will then be able to stage a mass A-bomb attack. Leaving the saucers officially unidentified adds to that grave danger. Prior to its D-day, the Soviet might suddenly claim these machines as secret weapons. By starting false rumors of Russian saucer attacks, they might cause stampedes from cities, block defense highways and paralyze communications just before an A-bomb raid.

It is imperative that we end this added danger. We should also try to forestall panic if the saucers should land. I believe four steps should be taken as quickly as possible:

1. The secret intelligence analysis should be made public, with all

the evidence that led to the final conclusion.

2. The Utah film should be released, with the detailed statements by Air Technical Intelligence and Navy Photo-Intelligence.

3. Project Bluebook should be expanded, given the full-time services of top-level scientists and co-ordinated with foreign investigations. An integrated worldwide investigation will probably reveal new facts, especially clues to the motives of the unknown space race.

4. A plan for communication should be drawn up, to cover every possible development from the first message to the saucer landings.

If there is any hidden proof that attack or invasion is planned, we should be told at once. With our leading scientists working on the problem, perhaps some defense might be found. However, there is at least an even chance that the space race means us no harm—they may be waiting only for proof that landing here is safe.

We Must Be Friendly

We must accept the possibility that the saucer creatures may differ from us in form. Even if they are utterly friendly, their strange appearance could cause panic. But there may be no such problem. These beings from another world may resemble us closely, in form if not in size. Regardless of their appearance, we must be ready to match the friendliness of any strangers from space.

Those first meetings with beings from another world could be the greatest adventure of all time. But we must guard against fear, panic and violence by our own people, so that no tragic blunder will change peaceful visitors into deadly enemies.

For those first moments may decide the fate of the world.

End